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8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
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4.5 p.m. & 9 p.m.	9.45 to 11.15 p.m., very 4 hours.
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12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 15 minutes.
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Hongkong, 1st October, 1902. [a2612]	

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Hongkong, 4th April, 1901. [a2584]

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Hongkong, 5th December, 1902. [a3229]

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Hongkong, 2nd July, 1900. [a52]

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[a5167]

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Canton, 1st October, 1901. [a153]

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Cards, &c.
Hongkong, 9th December, 1902. [a3275]

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BIRTHS.

On the 25th November, at the Church of Scotland Mission, Ichang, the wife of Dr. Geo. F. Stroker, of a daughter, Winifred.

On the 3rd December, at No. 50, Babbington Walk, Shanghai, the wife of J. L. VAN LEE, of a son, Johan Lucas.

MARRIAGE.

On the 3rd December, at R.H.M. Consulate-General and afterwards at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., V.M., the daughter of William H. BURNES, Esq., of the late NINIAN CRAWFORD, formerly of Hongkong.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th December, 1902.

YESTERDAY was the day fixed for the formal opening by the Duke of Cornwall of the great Assuan Barrage on the Nile. Nearly four years ago—on the 12th February, 1899—the Duke laid the foundation-stone of the dam, and it could hardly have been imagined at that date that the limit of time given to the contractor, Sir JOHN ARUP, would have proved so much more than sufficient for the completion of the immense works. Speaking not long ago at the Royal Institution, Sir BENJAMIN BAKER, who was present at the laying of the foundation-stone, remarked: "It would not be too much to say that any practical man standing on the verge of one of the 'cataract channels, hearing and seeing the 'apparently irresistible torrents of foaming 'water thundering down, would regard the 'putting in of foundations to a depth of 'forty feet below the bed of the cataract in 'the short season available each year as an 'appalling undertaking.' And, as a matter of fact, no sooner had operations begun than it was found that the original engineer's report with regard to the rock at the proposed level of the foundations was inaccurate and that consequently a large increase in the cost would be necessary in order to allow for deeper foundations. Lord CROMER was immediately informed that more time and money would

be required; he answered that the dam must be completed, whatever the time and cost. It has been completed, a year before the expiration of the stipulated period. The great scheme reflects the utmost credit on all concerned. It is estimated to cost Egypt more than £5,000,000 sterling, which will come out of the Egyptian revenues, but the value of the works to that country is put at more than double the expenditure on it.

The barrage takes the form of a gigantic wall at Assuan, just below the first cataract on the Nile, arresting the flow of that river. This wall is one mile and a quarter long and contains a million tons of masonry; its width at the base is one hundred feet and its maximum height above foundation-level one hundred and thirty feet. One hundred and eighty openings pierce the wall, closed by sluices, which during flood-time will let through 1,500 tons of water every minute. The sluices are of the pattern known as the Stoney roller sluice. The reservoir held up by this wall, when full, can contain no less than 1,000,000,000 tons of water—a quantity which those who study Hongkong's scanty supply should be able to appreciate. To allow of navigation, four successive locks have been built on the west side of the Nile, each two hundred and sixty feet by thirty-two feet. In addition to the Assuan dam, and subsidiary to it, is one of over half a mile in length, at Assiut, which is three hundred and fifty miles nearer to Cairo. This minor dam, with its one hundred and eleven openings, was completed during the spring of this year, and has already much benefited Middle Egypt, to which 300,000 acres of cultivable lands have been added. The opening of the Assuan barrage sluices what may truly be termed a stupendous piece of work, the whole of which has been carried out by British brains with British capital. It is a welcome task to be able to oppose to the sensation-mongers' cries of Britain's rapid decay an example of so fine an achievement as this. When the late Sir SAMUEL BAKER many years ago championed the idea of a vast reservoir on the Nile and picked out Assuan as the most suitable spot, no one could have dreamed that the end of 1902 would see this reservoir a solid fact. But such it is now.

The English mail of the 8th ult. was delivered in London on the 6th inst.

Yesterday the U.S. gunboat *Helena* arrived from Canton and the British cruiser *Talbot* left for a cruise. The British troopship *Clive* arrived from Singapore.

The King of Norway has been graciously pleased to make Mr. F. E. Taylor, Statistical Secretary of the Imperial Maritime Customs, a Knight of the 1st Class of the Order of St. Olaf, the first recognition of the value of Mr. Taylor's work in 1900 in taking charge of the Customs Service during the siege of the Legations.

In our report of the Dock Co. meeting yesterday, Mr. D. E. Brown, the chairman, was by a printer's error made to say, at the end of his second speech, "as it is only with the best interests of the Company at heart that I am now anxious that the question should be settled to-day for all time." The last clause should have read, "that the question should not be settled to-day for all time."

Details from Shanghai show that the U.S. Minister to Tokyo expired at a garden party at the Shiba Palace. Colonel Back, who was 71 years old, was appointed from Georgia on the 13th April, 1897. He was a distinguished soldier in the Union Army in the North and South War, and was prominent in the politics of Georgia as a Republican after the war. He was a close friend of the late President McKinley, who appointed him Minister to Japan. For several years he had been troubled with heart disease, which is announced to have been the immediate cause of his death.

The P. & O. Steam Navigation Co. have sent us a most attractive and useful little diary and handbook, which is circulated free as an advertisement of the Company. Facing the title page is an excellent colorotype print of the s.s. *Perita* of 7,851 tons and 11,000 h.p., one of the latest additions to the magnificent fleet of passenger vessels of this Company. The little book will be found extremely useful to passengers who intend travelling P. & O., for it contains, in addition to other matter, Ceylon, Straits and China mail dates, table of distances, time dial, names of great powers, and merchant navies in 1902, trade returns, foreign and British and colonial flags, a miniature atlas, diary and memorandum pages.

The *China Times* of the 1st inst. has the following account of the loss of the *Enseigne Henri*:—The steamer *Enseigne Henri*, formerly stationed at Tientsin as a French gunboat, and recently bought from the French government for 30,000 francs by Mr. Vernon for the purpose of carrying passengers to his new hotel at Weihaiwei, was wrecked on Thursday night during the great gale. She had a Chinese captain and crew on board, and seven European passengers, all of whom are saved. The vessel foundered near Weihaiwei. The *Enseigne Henri* was an old craft, and quite unable to withstand such weather as that which sent her to the bottom. She was bought by the French from the Japanese. She was serviceable enough in fair weather for the purpose to which she was allotted. Much sympathy will be felt for Mr. Vernon in his loss.

The sailing season of the British Columbia fleet resulted in a catch which is the smallest in the history of the business, being approximately only 20,000 skins.

Messrs. Dubs and Co. of Glasgow, who have secured the contract of supplying thirty locomotives to the Japanese Government, sent to Siam in 1894 the first four locomotives used on the Korat railway, to order of Murray Campbell and Co., the late contractors. These engines are still running, in good order, a Bangkok journal says.

The *Siam Observer* understands that the concession for the Tachin Railway, originally granted to the late Mr. Xavier, has now been transferred by the King of Siam to a syndicate formed for the promotion of the line. The Company will be shortly incorporated under Royal Charter, and shares will be offered to the public. The railway runs from a point on the west side of the river (nearly opposite the Hongkong and Shanghai Bank) to Tachin, a distance of about twenty miles.

Sir Benjamin Baker tells an amusing story of an interview he had some eight years ago with a real old-fashioned native landowner at the time when the construction of a large reservoir somewhere in the Nile Valley was seriously proposed. This descendant of the Prophet, who was very rich, and had been twice warned by the Government that he would probably be hanged if any more bodies of servants he had quarrelled with were found floating in the Nile, assured Sir Benjamin that there could be nothing in the project of a Nile reservoir, or it would have been done at least 4,000 years ago!

Mr. Balfour has sent the following letter on the situation created by the new rubber-cord balls to the editor of *Golf Illustrated*:—"Sir, Those who fear that any considerable improvement in golf balls will necessitate a corresponding modification in the length of our courses have much to say for themselves. But I should view with great apprehension the introduction into golf of so great a novelty as that of the standardisation of the implements to be used by the player. Such standardisation cannot logically be restricted to the balls, and it would be a pity, I think, to destroy the practically unlimited freedom of selection, which, among all games, belongs, so far as I know, alone to golf. I remain, yours faithfully, Arthur James Balfour."

A telegram dated New York, 3rd November, says:—"Mr. Penfield, a member of the New York Yacht Club, has recently paid a visit in London to Sir Thomas Lipton, who said:—"If the new defender is not more than five minutes faster than the *Columbia* I shall win." Mr. Penfield states that there will not be a two-headed management of the challenger for 1903. Mr. Jameson will have nothing to do with the boat. Captain Wriggs will have absolute control over her. Sir Thomas Lipton also said it was thought that there were faults in the construction of the last challenger. He quoted the aluminium slips between the plates, which were found to have softened whilst the boat was crossing the Atlantic, and were the cause of leaks, which it was found almost impossible to stop when the yacht was working to windward. No aluminium will be used in the new boat. In conclusion Sir Thomas Lipton is reported to have said:—"If I fail to win this time no Englishman will ever try again."

We take the following from the *Penny Gazette* of the 25th ult., which will interest those who remember the "projectoscope" visit to Hongkong:—"Last evening, when Alva the Great was announced and expected to perform at the Town Hall, he did not do so, much to the disappointment and annoyance of a good number of people who turned up, and who after waiting like fidgety specimens of patience, on a monument got disgusted and went home. Alva has sent us the following letter under yesterday's date:—"Owing to the poor house last night and rain all to-day we did not expect anybody to come to the show to-night, so in order that we might save hall rent and band expenses, ticket takers, sellers and ushers, etc., we made no arrangement with the hall and band, and when we found it turned out fine thought it was too late to re-secure the band. For the benefit of those that turned up I would feel very grateful if you would insert a local to that effect."

POLICE COURT.

Tuesday, 9th December.

BEFORE MR. J. H. KEMP (Acting Police Magistrate).

THEFT AND ATTEMPTED SUICIDE.

Loong Chun, a carpenter, was charged, with stealing a quantity of brass nails from a Chinese shipbuilding yard at Samshai where he had been employed for a few days and also with attempting to commit suicide. The defendant was searched as he was leaving the yard by an Indian watchman, who found the nails tied round his wrist. He was given in charge and lodged with other prisoners in a cell at Yau-ni Police Station, where he attempted to commit suicide by hanging. The alarm was raised by the others in the cell, and the defendant was prevented from accomplishing his purpose.

For the larceny of the nails he was sentenced to 14 days' hard labour, and to a similar term of imprisonment for attempting to commit suicide, both sentences to be concurrent.

DRUNK AND DISORDERLY.

A seaman on the *Furet* *Bismarck* was charged with damaging property to the extent of \$15 in a Chinese house in Connaught Road, and also with behaving in a disorderly manner in the public street whilst drunk.

He pleaded guilty, and was fined \$1 on the first charge and \$5 on the second, being further ordered to pay the complainant compensation to the full amount of damage done—\$15.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 8th December, 7.45 p.m.

THE EVACUATION OF SHANGHAI—A DOUBTFUL STEP.

Lord Cranborne stated in the House of Commons to-day that, as the German troops were to be withdrawn from Shanghai on the 28th instant or else early in January, he saw no reason why to countermmand the orders issued to the British troops to leave on the 10th instant.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 8th December, 7.45 p.m.

VENEZUELA—THE PREMIER'S ANNOUNCEMENT.

Mr. Balfour has announced that Great Britain and Germany have delivered an ultimatum to Venezuela—a statement which was received in the House with cheers. For two years, said the Premier, the British Government had grave cause for complaint on various occasions of unjustifiable interference with the liberty and property of British subjects in Venezuela. No satisfactory explanations were furnished, and hitherto the British Minister's representations had been practically unnoticed. Also British subjects had large claims against Venezuela.

REUTERS' SERVICE.

LONDON, 7th December.

THE SCENE IN THE FRENCH CHAMBER.

During the scene in the French Chamber on Saturday, M. Contant and M. Syveton were both expelled from the house.

SEVERE WEATHER IN EUROPE.

Severe winter weather being experienced on the Continent and in Great Britain is causing much distress.

GOLD STANDARD FOR THE PHILIPPINES.

Bills for the establishment of the currency in the Philippines on a gold basis have been introduced in both houses of Congress.

HONGKONG REGATTA.

To-day will see the commencement of the annual two-days' Regatta held under the auspices of the Victoria Recreation Club and the Hongkong Boat Club, and it is to be hoped that better weather will favour the occasion than what we have experienced during the past few days. An interesting programme of events has been arranged. To-day there will be nine rowing races and three sailing races, a start to be made at one o'clock. No. 2 race is for the Hongkong Challenge Cup (four oars; distance, 1½ miles), in which there are four competing boats. For the German Cup and the V.E.C. Chairman's Challenge Cup there are five entries each; and four for the Lusitania Cup race. The sailing races are (1) for fin or bulb-kedged yachts, (2) for yachts and partially decked boats, and (3) for open boats any rig. To-morrow there will be nine rowing and two sailing races. Most interest will probably centre in the four-oar race for the International Challenge Cup, in which English, Scottish, German, and Portuguese crews will compete. For the mile Sculling Championship open to amateurs in the East there are three entries—W. C. Kohler and H. W. B. Kennett of Hongkong, and Dr. Danhard of Shanghai. The Paruse Cup and the Ladies' Prize races also promise to be well contested.

The Committees of the Victoria Recreation Club and Hongkong Boat Club request the pleasure of the Company of the Ladies of Hongkong at 1 p.m. on both days on board the sailing-ship *Daylight*, which has been kindly placed at the disposal of the Committees as a flagship by Captain Read. The ladies' prize will be presented by Miss Goodman immediately after the race to-morrow at 3.30. Lady Blake has kindly consented to present the prizes at the conclusion of the Regatta to-morrow. Through the courtesy of Mr. Dixon, the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., the *Fame* will leave Blake Pier on each day at 12.30 p.m. and 1.15 p.m., to convey visitors on board the flagship, leaving the flagship 10 minutes after the last race on each day. By kind permission of Colonel Fremont and the Officers, the band of the 3rd Burma Infantry will perform each day.

The Hongkong Boat Club notify that their launch will leave the Queen's Statue Wharf at 1 and 2 p.m. to-day and to-morrow, to convey members and their friends to view the Regatta.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday in the Council Chamber. Present:—HIS EXCELLENCY THE GOVERNOR, Sir HENRY A. BLAKE, G.C.M.G., H.R. EXCELLENCY Sir W. G. GOSWOLD, K.C.M.G. (Commanding the Troops), Hon. P. H. MAY (Colonial Secretary), Hon. SIR HENRY S. BAKER, Kt. (Attorney-General), Hon. A. M. THOMSON (Colonial Treasurer), Hon. Commander R. M. RUMSEY, R.N. (Harbour Master), Hon. W. CHATHAM (Director of Public Works), Hon. F. W. CLARK (Medical Officer of Health), Hon. DR. HO KAI, C.M.G., Hon. W. L. YUK, Hon. C. S. SHARP, Hon. C. W. DICKSON, Hon. G. W. F. PL. YFAIR, Hon. R. SHEWAN, Mr. C. CLEMENTI (Acting Clerk of Councils).

LAW COMMITTEE REPORT.
The ATTORNEY-GENERAL laid on the table the report of the Standing Law Committee (No. 1) and moved its adoption.
The COLONIAL SECRETARY seconded, and the motion was carried.

NOTICE OF QUESTION.

Hon. G. W. F. PL. YFAIR.—Sir, I beg to give notice that at next meeting of Council I shall ask the following question:—"That H.E. the Governor shall appoint an independent committee unconnected with the Public Works Department to examine into the truth of the statement contained in the return tabled by the Director of Public Works of the supply of water to the upper levels of the Peak in November last and to the date of that return."

"STAR" FERRY CO., LD.

Hon. C. SHARP moved the second reading of the Bill entitled an Ordinance to authorise the making of bye-laws by the "Star" Ferry Company, Limited. He said—"The objects of this Ordinance are expressly stated in the objects and reasons attached. The chief object of the Bill is to provide a summary method of punishment for persons who practise frauds on the Company by travelling by a higher class than the one to which their ticket entitles them—an offence in respect of which it is doubtful if any proceedings of a criminal nature can be instituted. The Bill is also intended to provide a means by which the Company can regulate the traffic for the public benefit as is customary with similar companies in England. These bye-laws will not come into force until they have been submitted for the approval of the Governor in Council and are published in the *Gazette*. I therefore beg to move the second reading of the Bill."

Hon. C. W. DICKSON seconded, and the motion was agreed to.
Hon. C. S. SHARP then moved that the Council go into committee and consider the Bill clause by clause, and this motion, which was also seconded by the Hon. C. W. DICKSON, was agreed to.

The Bill having been so considered, the third reading was not taken.

EMPLOYERS AND SERVANTS.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled an Ordinance to amend the law relating to employers and servants. The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

TITLES IN THE NEW TERRITORY.

The ATTORNEY-GENERAL moved that the Council go into committee on the Bill entitled the New Territories Titles Ordinance. He explained that as the Standing Law Committee had already considered the Bill clause by clause, it was unnecessary, according to Rule 40 of the Standing Orders, for the Council to so consider the Bill, as the Standing Law Committee in that respect was equal to a committee of the whole Council.

The COLONIAL SECRETARY seconded, and the motion was agreed to.
The amendments of the Standing Law Committee having been read, the third reading of the Bill was not taken.

PUBLIC HEALTH AND BUILDINGS BILL.

On the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY, the Council went into committee on the Bill entitled an Ordinance to consolidate and amend the laws relating to Public Health and to Buildings, and considered the Bill clause by clause.

The ATTORNEY-GENERAL consented to the deletion of sub-section 3 of section 2, as being unnecessary.
Sub-section 12 of section 28 defined as a nuisance "any chimney (not being the chimney of a private dwelling-house) sending forth black smoke in such quantity as to be a nuisance." After the second bracket the words "or any furnace" were added.

On the suggestion of Hon. Dr. Ho Kai, the words "medical officer of health" in the 7th and 8th lines of section 32 (referring to cases of non-compliance with bye-laws) were struck out and "Board" substituted in both cases.

In this connection the ATTORNEY-GENERAL raised the point of the delegation by the Board of their powers to the medical officer of health, and it was marked for further consideration.

In clause 45, of which the side heading was "Barracade," may not be occupied without permission," the phrase "to the satisfaction of the medical officer of health" was altered to "to the satisfaction of the Board," on the suggestion of Hon. Dr. Ho Kai.

When clause 46, dealing with overcrowding, came on for consideration, Hon. Dr. Ho Kai pointed out that a large number of the population would be displaced by the operation of the new law and proposed that prosecutions for overcrowding under this section should not be instituted for, say, three months after the proclamation of the Bill; otherwise the sanitary inspectors would consider it to be their duty to commence prosecutions at once where overcrowding existed.

The ATTORNEY-GENERAL said that the Bill would be brought into force gradually.
H.E. the GOVERNOR said that taking it at 25 that would give them accommodation for 10,000 people immediately. In that case they might begin giving immediate notice in one district that the new Bill would be brought into operation, and then the other districts

knowing that would be prepared for the execution of the Bill to them. He took it that those people who made it their business to supply accommodation would set about providing it. There was no doubt that the English Acts had to contemplate provision being made for the accommodation of the people who were being removed, but from what he knew of Hongkong his impression was that the requirements of the displaced population would be met in the ordinary course of events. There would be no want of houses if landlords saw that there was a demand for them. Indeed, if there were 400 or 500 vacant houses just now it showed that there was a little overbuilding in Hongkong at present.

The ATTORNEY-GENERAL suggested that Dr. Ho Kai's point might be met by the addition of a suspending clause at the end of the whole Ordinance fixing a time when it should come into operation.

Hon. Dr. Ho Kai said he did not want the Ordinance not to come into force at once, but simply to postpone the institution of prosecutions for overcrowding for a period.

H.E. the GOVERNOR said he was afraid that if they put off the Bill coming into operation for say two years nothing would be done at all, whereas if Dr. Ho Kai's suggestion was taken into consideration they could start this Bill into operation at once, because the people could begin removing every third house and removing a certain number of the tenants of these houses.

The ATTORNEY-GENERAL pointed out that the Bill did not make prosecution absolutely compulsory.

H.E. the GOVERNOR suggested that the best thing to do was to pass the clause as it stood, take a note of what had been proposed, and afterwards to discuss it again. He suggested that if the clause was not put into operation within three months, as suggested by Dr. Ho Kai, or otherwise.

This course was unanimously agreed to.
In connection with the same section some discussion took place on the question of the amount of cubic space to be provided for cooling quarters, and eventually it was agreed that a note be taken of the point with a view to further consideration at a later stage.

On the clause dealing with the limit of fittings for sleeping accommodation, the Hon. Dr. Ho Kai asked whether optimum figures were included in the restrictions.

The ATTORNEY-GENERAL replied in the negative.
Clause 54, which refers to compensation for infected animals slaughtered, was allowed to stand over for reconsideration.

This clause was also followed in respect of clause 59, dealing with the recovery by the Sanitary Board of cost of disinfection and the payment of compensation for damage done during such disinfection.

The Hon. Dr. Ho Kai was of opinion that it would be much better for the Government to spend a little money in the payment of compensation for articles destroyed, and thus induce the Chinese to come forward and report cases of sickness, than to save a little money and not have such cases of sickness reported.

The COLONIAL SECRETARY affirmed that the proper thing to do would be to grant compensation only in such cases as had been reported to the authorities, and not to charge any costs for cleansing and disinfection.

H.E. the GOVERNOR suggested that a proviso be added to the clause that in cases of infectious diseases which had been reported by the owner or occupier no charge should be made for the disinfection of the premises.

The ATTORNEY-GENERAL and the Hon. Dr. CLARK were of opinion that the proviso should extend only to cases where the report had been made during the life of the patient.

The HARBOUR MASTER—If the cleansing is the result of a report from the householder, there should be no cost to him.

Hon. Dr. Ho Kai—Whether the patient is sick or not.

The HARBOUR MASTER—Yes.

The Hon. Dr. Ho Kai said the greatest evil now existing was the dumping of dead bodies in the street, and if the clause was to be followed of paying compensation and not charging for disinfection only where a case had been reported during the life of the patient, there would be no abatement of the evil. There was no advantage in it for the Chinese, for if they reported a case after death—and in many instances death ensued very quickly—they would be charged for the consequent disinfection. They stood to gain nothing by making such a report, and would simply continue to dump the bodies in the street.

After the passing of other clauses the Council adjourned until Friday at twelve noon.

"SHERLOCK HOLMES."

To-night Miss Janet Waldorf's Company will present an exceptionally strong attraction in the production of *Sherlock Holmes*, a dramatization of those famous stories by Sir Conan Doyle. It is a fact worthy of mention that Hongkong audiences will have the opportunity of witnessing in this production a class of play which is at the present time the prevailing success of England, America and Australia. The dramatization follows the text as closely as possible, presenting a series of exciting incidents, from the most popular of Sir Conan Doyle's stories, in a concrete plot. The play is moulded from the shorter tales of the *Adventures* and *Memories of Sherlock Holmes*, and contains the striking features of such stories as *A Scandal in Bohemia*, *The Royal Coronet*, *The Five Orange Pips*, *A Blue Carbuncle* and *The Final Problem*, while some of the incidents are borrowed from the complete novels *A Study in Scarlet* and *The Sign of the Cross*. Mr. Norval McGregor will bring the author's conception of an ideal detective to life on the stage, and Miss Waldorf will be seen in the part of *Irene Adler*; they will be supported by the full strength of the Company. The piece is replete with intense situations which follow one another in rapid succession.

The management announce a first-class mounting of the play, a promise they have not failed to fulfil in previous productions. In the second act a ballet of skirt dancers will be introduced, *Sherlock Holmes* should prove a "boom" here as it has been elsewhere, and early booking at Robinson's for the opening night is advised.

Last night *Pygmalion* and *Galatea* was repeated with great success before a large audience.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Lao*, with the next French mail, left Singapore yesterday, at 4 p.m., for this port via Saigon.
The C.P.R. steamer *Barbar* arrived at Nagasaki at 10 a.m. on the 9th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 8 a.m. to-morrow.
The N.Y.K. steamer *Kanagawa Maru* (European Line) left Shanghai for this port on the 8th inst. p.m., and is expected here to-morrow, a.m.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE RIDER-MAIN SYSTEM.

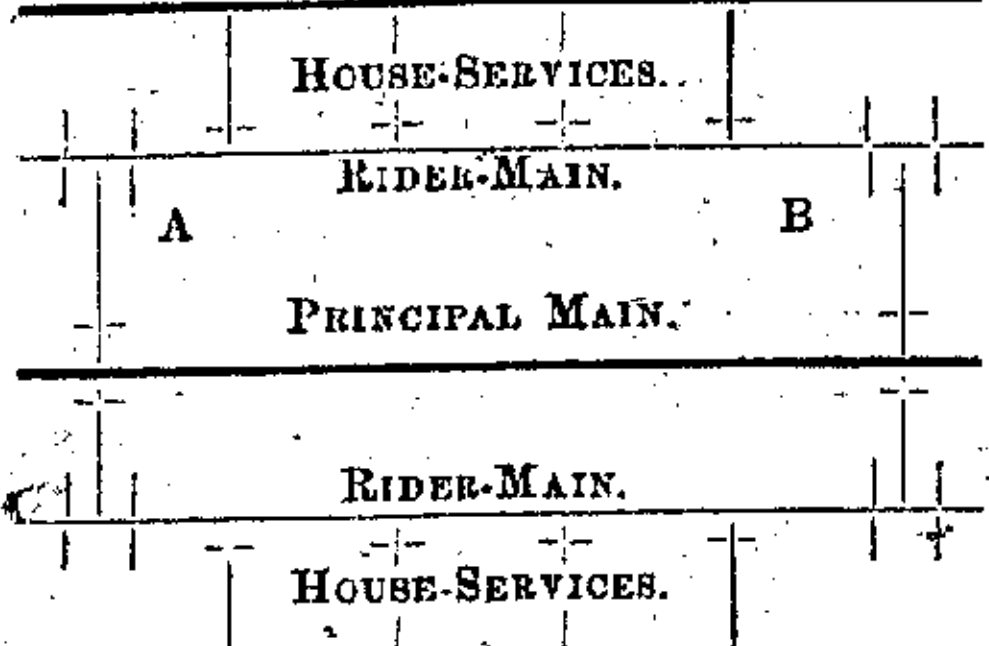
TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th December.

SIR,—I have read with keen interest the letter which appeared in your issue of Friday morning last under the heading of "The Rider-main Danger" and signed "Aquarius." Your correspondent very rightly introduces the subject as one of vital interest to the inhabitants of this Colony, and, as he appears to be very sincere in his dealing I think it is only right to place before him, and the public, the facts respecting the claims of this rider-main system as given in Mr. Chadwick's Preliminary Report on the Sanitation of Hongkong published in the Government Gazette of the 11th of April last, pages 470 and 571. With this object I should feel obliged if you will kindly allow me space in the columns of your next issue.

EXTRACT FROM REPORT AND DIAGRAM.

40. The following arrangement would greatly improve matters. At present house-services are connected directly to the street mains. I suggest that subsidiary mains, wrought iron pipes, of small diameter, should be laid parallel to the principal mains (rider-mains) on both sides of the street, thus:



The house-services should be disconnected from the principal main, and connected to the rider-mains. In this way, the town would be divided into blocks of convenient size, the water supply to which could be turned on and off, independently, and in rotation. The water could be then turned on, and shut off from, a large group of blocks in rotation. No. 1 block would receive water from 3 a.m. to 4 a.m., No. 2, 4 to 5, and so on. In short, the town would be supplied just as London was, when the intermittent system was in force. The principal mains would always be charged, under full pressure. No pollution could enter through open ball-hydrants—rather an important point, at the present moment especially.

41. I recommend this arrangement, not merely because it will improve and facilitate the management of an intermittent supply, and mitigate its evils, but also because it will be a permanent improvement. It will facilitate the shutting off of house services, because the valves on the rider-mains may be so arranged as to be practically inaccessible to unauthorised persons. Such is not the case with the house-service cocks now in use. It will greatly facilitate the application of the existing law, with regard to the prevention of waste. Arrangements may be made whereby the test meter may easily be applied, and the detection of waste will also be facilitated. The inspector need only apply the "stethoscope" to one of the valves commanding the whole block. If there be no sound of flowing water, he can pass on to another block. He need only examine house by house if he finds symptoms of leakage within the given block. Lastly, it will be most advantageous, if the streets are asphalted, or otherwise improved. The rider-mains may be laid along the side-walks, so that if a house-service requires renewal, the street surface need not be disturbed.

It will be plainly seen from the above that these rider-mains are to be of small dimensions and are also to be laid along the side-walks, in which case, beyond the disconnecting of present existing services from the street-main, there need be no disruption of the streets whatever.

It will be seen also that the system in a thoroughly simple but practical manner greatly facilitates the detection of waste, and provides, through the block system, an equal distribution, which if only for one hour a day will always be sufficient for the inhabitants. Such a supply could easily be maintained all the year round.

Then again, the Report states that no pollution whatever can take place through open ball-hydrants—a very important point at the present moment and in epidemic seasons. It also points out that the new system will greatly mitigate the evils attendant on the existing intermittent supply system, and will be a permanent improvement. So much for the opinion of a qualified expert.

Your correspondent "Aquarius" in his letter says:—"In all that has been said or written, no attempt, so far as I am aware, has been made to point out the dangers of the rider-main scheme which seems likely to be forced upon us."

Rider-main is a good word and seems to have been lagged in to disguise the real issue, which is, fresh, unboiled water to the Chinese. It is advanced in the interests of owners of Chinese tenements whose tenants demand water without metering . . . and if this rider-main system is carried out Hongkong will soon be known throughout the East as the town of the six-months water-supply. That does not appear to be a cheerful prospect for investors. . . . How many years will it take to complete this gigantic scheme and how about the pestilence which is likely to follow this sweeping disruption of the streets, to say nothing of the block and congestion of traffic?

From the extracts given above it is quite clear that your correspondent has not taken the trouble to make himself sufficiently acquainted with the subject as dealt with in Mr. Chadwick's report before writing, as he has done in his lengthy contribution, as all his statements would appear to misrepresent the true facts of the case.

I notice also, Mr. Editor, in your leader of the 6th, that you have quoted from a Report made by Mr. Chadwick some eight years ago:—"the well known evils of this vicious system of

distribution." The expert was then reporting on the system of that day, which was identically the same as we have with us here to-day—the existing intermittent system—when he wrote:—(1) The entrance of foul air, foul liquids and possibly disease germs into the public water-mains. (2) The growth of fungoid and corrosion of the pipes. (3) The undue wear and tear of the distribution system. (4) The difficulty of equitable distribution of water, throughout the water-works area. (5) The waste of water. (6) The failure to provide efficient fire service. All this, I repeat, was said of the then existing system which was identical, in every respect, with what we have here to-day.

Now, the rider-main system, according to the first Report quoted from the Government Gazette of the 11th April last, is to dispose of all these evils.

As to the speculative theory in which "Aquarius" indulges, when he suggests that "Hongkong will soon be known throughout the East as the town of the six-months water-supply." To accept such an erroneous idea, I venture to give another extract from a further Report of Mr. Chadwick dated the 18th April last:—"I find that during the water-year 1901-2 an average daily supply was given from Tytam from April to October inclusive, at the rate of 2,400,000 gallons per day, under constant supply; for the remainder of the year, the average rate of supply was 1,500,000 gallons per day—so that about 1,000,000 gallons extra per day would have maintained the constant supply for the whole year." And he further says:—"During the exceptional drought of 1901-2 the stream below Tytam yielded at least 45,000,000 gallons between September and October, which would have been a valuable addition to the general water supply." It will thus be seen that had steps been taken earlier to conserve below the present Tytam dam there was sufficient water to keep up the constant supply, even during the most exceptional drought which the Colony has experienced. Steps are now under way to accomplish this.

With the introduction of the rider-main system, which is to regulate the supply for at least the one hour per day from block to block of houses in rotation, it is obvious that should another drought overtake us the present storage capacity would prove ample for our needs, and Hongkong would never be known as "the town of the six months water-supply."

That the rider-main system is not advocated solely for the interests of Chinese landowners, as suggested by "Aquarius," must also be quite apparent, when, for every house owned, a contribution averaging about \$100 for the installation of the system will have to be paid down; and the only hope of getting back any of this cash contribution rests on the chance of a possible increase of rent, which, at most, will not amount to more than from 25 cents to 50 cents per flat per month. Here supply and demand comes in; so that there will be a possibility of landlords not being able to recoup themselves for a long time. The landlords are studying the economic as well as humane side of the question, and with this disinterested motive, as well as from a sanitary point of view, they think they are serving the best interests of this Colony.

Then again, according to one of the most important Laws relating to Public Health in force in London (54 and 55 Vic. Chap. 76), which reads as follows:—

43. An occupied house without a proper and sufficient supply of water shall be a nuisance liable to be dealt with summarily under this Act, and if it be a dwelling-house, shall be deemed unfit for human habitation.

It is clearly proved that any house, without water being supplied through an efficient service, must be condemned as unfit for human habitation.

The meter-system so strongly supported by "Aquarius" for Chinese tenement-houses has been most carefully considered by all who are likely to be affected by it, and it has been pronounced as absolutely impracticable, for the following reasons:—

1. As the occupants of Chinese tenement-houses are migratory, changing about from month to month, there would be great difficulty in collecting the dues for meter-rent and the extra consumption of water.

2. Should one meter only be fixed in every house, this difficulty of collecting would be very greatly increased, as a tenement house may sometimes contain from twenty to thirty tenants.

3. If a meter were to be fixed on every flat, the cost to the Government for meters only would be over a million dollars, besides the service necessary for a regular inspection and the constant repairs.

The reasons, I think, speak for themselves; they are muscular ones. And, as the owners of property are to be looked upon by the Government for all these dues, it is not likely many of them will avail themselves of this troublesome water-meter system.

On the other hand, if the Government are prepared to undertake the risk of dealing direct with the Chinese tenants, the landlords will be only too pleased to see the "Aquarius" suggestion adopted and thereby save their \$500,000 contribution to the rider-main scheme, which, I may here state, is only intended in blocks of houses situated on the lower levels. Houses at the Peak and on the upper roads cannot be brought into this scheme on account of their isolated positions.—Yours, etc.,

AHMET RUMJAHN.

3009 NEWS-PAPERS
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[2945-1]

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th December.

SIR,—In my letter of the 3rd instant I said that under the rider-main system we would have a short supply for half the year, which is equivalent to saying we would have a full supply for the other half. This was misleading. It is true we had a full supply for something over five months this year, say from sometime in May until the end of October, but we cannot count on a season like the last once in ten years. Tytam overflowed early in June, and Fokfolum in May; but ordinarily Tytam does not fill before the end of September, and too often it does not fill at all. This, then, is how the rider-main system would most probably work out. When the reservoirs were overflowing water would be turned on full, but the moment the overflow ceased this, owing to Chinese waste, would be no longer safe and the intermittent supply would stop in. The Government would take no chance on having to import water from Kowloon as last season. The intermittent supply in the residential districts means an hour and a half per day, and in the more favoured Chinese localities, say four hours. We might therefore reasonably count on a full supply from the middle of September to the end of October, if we were lucky, and an hour and a half for the balance of the year. The reservoirs under construction may in time be counted on to relieve the situation somewhat, but it will be some years before the big one is ready, and while that would have an independent catchment area, yet it must depend for filling largely on the overflow from Tytam. In years when Tytam is only three quarters full it would be interesting to learn the Government estimate of the accumulation at Tytam Tuk.

But what must strike any impartial observer is the colossal impudence of the whole affair; the superhuman nerve of the proposition! Just think of it for a moment. The Europeans are metered to prevent excessive use, and waste of water. They recognise it as a fair thing and don't complain. If they waste, the meter shows it, and their supply is liable to be cut off. But John Chisaman, who never knew a public water service of any kind in his own country, calmly says:—"I must have water and I have an abiding horror of the meter. I must be allowed to waste what I like; that is old custom. I don't care if the Europeans are wasters or not; that is not my pigdin. I want water and I don't want anybody to measure it." If that proposition is astounding, what, may we ask, is the peculiar form that "Chinese loyalty" has taken on this occasion to gain the powerful support of the Executive? What, I wonder, would the Hon. Mr. Ho Kai say if it were proposed to give the Europeans an unmetered supply, and meter it to the Chinese? What answer would the Governor make to that proposition? And yet everybody must know that if a short supply were dependent alone on European waste the mains would be full always.

The question is forced upon us, are the European taxpayers entitled to any consideration? Is this Colony run purely in the interests of the Chinese? Are we to lose our birthright for a mess of pottage, and be led around by the nose like a tin duck swimming after a magnet? That is the question.—Yours, etc.,

AQUARIUS.

CHINA TRADERS' INSURANCE CO., LD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd December.

SIR,—I am a shareholder in the above Company, and I have read with interest your report of the annual meeting held on the 25th ult. I was unable to be present at the meeting or I should have protested against the distribution of the profits of the Company in the way the directors have thought fit to divide them. The shareholders who are non-contributors of business only get a dividend of \$4—which absorbs \$96,000. The invested funds of the Company, which belong to the shareholders, bring in interest amounting to \$110,000; and it seems to me that the shareholders, who run all the risks of the business, should certainly receive the whole of that money. Instead of that the directors see fit to use some \$14,000 of such funds for the running expenses of the Company or for distribution to the contributors. The principle of giving a return to contributors is sound and one of which all shareholders must approve, but it appears to me the directors do not give sufficient thought as to what that return should be. The shareholders would be much better off if they decided to liquidate the Company and divide the assets among themselves. They could invest the proceeds to bring in a much better return than they are now getting. I recommend this scheme for the consideration of those interested, during the coming year. Thanking you for the insertion of this and enclosing my card.—Yours, etc.,

A DISSATISFIED SHAREHOLDER.

DEATH OF AN OLD HONGKONG SPORTSMAN.

We see from the *Hampshire Chronicle* that the death took place at Wharfedale, Haunts, at the end of October, of Captain John King, formerly very well known in this Colony. Capt. King, a Devonian, was for over thirty years secretary of Hambledon Hunt, and the youngest surviving son of the late Mr. John King, of Fowlescombe, in that western county. "King of the West" was a noted sportsman in his day; he was Master of the South Devon Hounds for a time, and afterwards of the Hambledon, over which he presided for twelve years—1829 to 1841. Capt. King was educated at the Royal Academy at Gosport, and at the age of 19 entered the Army. He served with the 2nd Queen's (now the Royal West Surrey Regt.) in India, with the 7th Royal Fusiliers (now City of London Regt.) in Ireland, and the 58th (now 2nd Battalion of the East Lancashire Regt.) in China; he was aide-de-camp to Sir George Bonham, Bart., when that officer was Governor of Hongkong,

and also to General W. Jervoise. When Canton fell into our hands Captain King was appointed to the responsible position of Town Major, and further acted as Assistant-Adjutant-General and Assistant-Quarter-Master-General. Having served his Queen for twenty years, Captain King retired from the Army in 1850, and settled in Hampshire, and devoted himself to sport. He has always been fond of racing; he was clerk of the course at Hongkong for eight years, and when he left the station a handsome service of plate was presented to him by members of the Hongkong turf. While in China Capt. King imported several horses for friends, which he used to train and ride. He rode many races in India, at the Deesa, Ahmedabad, and Bombay meetings, but his opportunities were limited by his inability to ride a light weight; it is worth noting that he was the first European to ride the Arab Monarch, who ran for the Goodwood Cup in 1847. He had owned a few race-horses; among them *Gainsborough* and *Jack-in-the-Box*; with the latter he won the first cup given by her late Majesty. This was in 1837 at Plymouth, when Capt. King's horse beat Lord George Bentinck's *The Drummer*. He always valued the cup as one of his most cherished possessions. He won the Cesarewitch of 1865 with *Salpinctes*. The remains of Capt. King were interred in Exton Churchyard. The chief mourners were Miss Katharine King (daughter), Miss Alice and Edith King (nieces), who were followed by the household. Members of the Hambledon Hunt and others assembled to pay a last mark of respect to their old friend.

LATE TELEGRAMS.

NEWS VIA RANGOON.

MR. CHAMBERLAIN'S TOUR.

London, 22nd November.

Mr. Morley, speaking at the National Liberal Club, eulogised Mr. Chamberlain's mission, which he regarded with considerable confidence. Mr. Chamberlain's fitness for the task of reconstructing the social fabric and overcoming the difficulties was greater than that of any man he knew.

Renter is informed that the details of Mr. Chamberlain's voyage depend upon the weather and circumstances. He will probably visit Cairo while the vessel is passing the Canal and is coming. It is impossible to forecast what he will do while the boat is calling at Zanzibar.

ALGERIAN AFFAIRS.

London, 22nd November.

Orders for three French warships to proceed to Oran have caused wild rumours in Paris concerning British designs, but it is declared that the French Foreign Office does not share these apprehensions. It is convinced Britain has no aggressive intentions.

VENEZUELAN AFFAIRS.

London, 22nd November.

Venezuela has presented a strong protest against the despatch of the British sloop *Antelope* to the Orinoco on a violation of Venezuelan sovereignty.

CRICKET—AUTHENTICS IN INDIA.

Bombay, 18th November.

The Oxford University Authentics commenced their Indian tour at Poona on Monday, playing against a representative team of the Bombay Presidency. The Presidency opened disastrously, Greig being caught for four. Their total was 204, of which Spottis made 12, Cheetam 29, Lewis 72, Milne 36, and Walcott 30. The Authentics made 170 for 2 wickets, Chinnery scoring 36, Hollins 33, and Williams 34 not out.

Bombay, 19th November.

The Authentics totalled 131 in all. Williams made 105 (Clayton 68, Headlam 28, and Tomkins 20). The Presidency have scored 254 for two wickets (Cheetam 29, Spottis 19, Lewis 36 and Greig 192, the last two not out).

Bombay, 20 November.

The Presidency totalled 412, Greig making 204, and Sinclair 45. The Authentics scored 257 for 7 wickets (Chinnery being absent through illness) thus losing by 47. The finish was exciting, the last wicket falling within five minutes of closing time.

Bombay, 22nd November.

In a two days' match with a combined team of Hindus of all India the Authentics totalled to-day 386 runs, Hollins making 141. Hornby 44, Tomkinson 35, Raphael 30, and Ridley 25. The Hindus scored 97 for 6 wickets.

NEWS VIA SHANGHAI.

SONAMITLAND NEWS.

London, 3rd December.

In the Italian Chamber of Deputies, Mr. Prati, Minister of Foreign Affairs, said that he had presented to the British operations in a portion of the Italian sphere not yet under the Italian flag or protection, provided these operations were conducted so as not to endanger the colony at Benadir or the Cova Protectorates. A high Italian naval officer was accompanying the expedition.

London, 5th December.

A despatch from Renter's correspondent at Berbera, dated the 3rd of December, announces the arrival of the British cruiser *Pomona*, which has finished the survey of the coast of the Italian protectorate with the view of selecting a port at which to land the troops. It was found to be unsuitable, and the British moved their base of operations to the equator, and south-east of Berbera, where they selected and became the base of the main operating column. The sick convey of the Somali levies has arrived at Berbera.

London, 3rd December.

The Chartered Company has decided to expend two millions sterling on railways in Rhodesia.

THE EVACUATION OF SHANGHAI.

London, 4th December.

The correspondence with reference to the evacuation of Shanghai has been issued. Germany agreed to simultaneous evacuation, but proposed to Great Britain that China should agree not to grant to any Power special advantages above or below Shanghai. Lord Lansdowne replied that he believed the principle of the open door was sufficiently safeguarded and strongly deprecated the German proposal. Count Metternich replied that the proposal was dropped and explained that it was not specially directed at England.

All the papers criticise the German methods of diplomacy, and appositely refer to the annexation given to Great Britain by Japan.—N.C. Daily News.

THE IRISH PARTY.

London, 3rd December.

Mr. Redmond's surrender to the demands of the E.C. hierarchy have by no means healed factional differences in the Irish party. It is thought that he might have carried a strong faction with him, had he pursued consistently the course on which he set out when he gave the hierarchy offence. His notice seems to have

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FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 15th November, 1902.

[208]

TELEPHONE No. 135.

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Hongkong, 28th November, 1902. [152]

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FOR

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THE FORTIETH ANNUAL ISSUE.

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HONGKONG REGATTA, 1902.
10TH AND 11TH DECEMBER.

THE Committees of the Victoria Recreation
Club and Hong Kong Boat Club request
the pleasure of the Company of the Ladies of
Hongkong TO-DAY (WEDNESDAY) and
TO-MORROW (THURSDAY), the 10th and
11th DECEMBER, at 1 P.M., on board the
sailing ship "Daylight," which has been kindly
placed at the disposal of the Committees as a
flagship by Captain Reade.

The Ladies' Prize will be presented by Miss
Goodman immediately after the race on
Thursday, the 11th inst., at 3.30 P.M.
Through the courtesy of Mr. Dixon, the Chief
Manager of the Hongkong and Whampoa Dock
Company, Limited, the "Fame" will leave
Blake Pier on each day at 12.30 P.M., and
1.15 P.M., to convey visitors on board the flag-
ship, leaving the flagship 10 minutes after the
last race on each day.

Admission to the flagship (Gentlemen) 5/-
each day. Tickets for admission may be obtained
from the Steward, V.R.C., or Hon. Secretary,
Hongkong Boat Club.

By kind permission of Colonel Fremont and
the Officers of the Band of the 33rd Burma
Infantry will perform each day.

FRANK W. WHITE,
Hon. Sec. V.R.C.;
C. H. GALE,
Hon. Sec. H.K.B.C.

Hongkong, 4th December, 1902. [3253]

FEBRUARY HOLIDAYS.

THE Undermentioned Banks will be
CLOSED for the transaction of Public
Business at 1 P.M. TO-DAY (WEDNES-
DAY) and TO-MORROW (THURSDAY),
the 10th and 11th instants respectively.

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E. W. RUTTER,
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Manager.

For the RUSSO-CHINESE BANK,
J. W. R. TAYLOR,
Representative in Hongkong.

For the GUARANTY TRUST COMPANY OF
NEW YORK,
E. F. GROS,
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Hongkong, 6th December, 1902. [3234]

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Primrose Cases ... \$6.25
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Apply to—**WM. SCHMIDT & CO.,**
Gunmakers,
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Hongkong, 3rd July, 1902. [1839]

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Dinner Parties by Special Arrangement.
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Most perfect culinary arrangements.
Food both in European and Eastern styles.

H. RUTTONJEE,
Proprietor.

Hongkong, 25th November, 1901. [3159]

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of PRAYA GRANDE, facing south, with a
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THE MANAGER.
Hongkong, 4th October, 1902. [2651]

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guished Patronage of H. E. Sir HENRY
BLAKE, G.C.M.G., and Lady BLAKE.

The French Sisters have the honour to
announce that their ANNUAL BAZAAR will
be held at the CITY HALL, on FRIDAY,
the 12th inst., at 2 o'clock in the afternoon.

They request the presence of the Public in
order to inspect the different Needle and Fancy
Work made by their Poor Orphans.

Hongkong, 8th December, 1902. [3355]

CHRISTMAS 1902.

THE undersigned is now prepared to supply
of the best quality, weighing from 1 lb. to 15
lbs., and also MINCE PIES, ASSORTED
CAKES, &c., &c.

D. NOWROJEE & SON.
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51, Des Voeux Road.

Hongkong, 5th December, 1902. [3370]

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FURNISHED HOUSE till about the
end of April next.

Apply to—
E. F. G.,
Care of Daily Press Office,
Hongkong, 28th November, 1902. [3177]

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TWO UNFURNISHED ROOMS in a
healthy, nicely situated house. Kowloon
preferred.

Apply by letter to—
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FOUR- to SIX-ROOMED HOUSE for
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INSPECTION NORDD. LLOYD,
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A EUROPEAN ASSISTANT experienced
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A JUNIOR PORTUGUESE CLERK for
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Apply by letter to—
C. B. A.,
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RENT of LAWN-TENNIS GROUND.

Apply to—
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GUN CASE wanted, Second-hand, for
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good condition.

Price and Particulars by letter to—
BOX 64,
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TO CONTRACTORS.

THE TANJONG PAGAR DOCK COMPANY,
LIMITED, Singapore, is prepared to
receive TENDERS for the Construction or
Completion of a NEW GRAVING DOCK at
Keppel Harbour in Singapore, of the following
dimensions, viz.:—

Length... 400 feet.
Width at entrance... 66 feet.
Depth at entrance... 20 feet.

as shown in the Drawings and described in the
Specification.

Specification and Plans of the proposed
Dock may be seen at the Offices of the Com-
pany in Singapore.

The Company does not bind itself to accept
the lowest or any Tender.

Tenders shall be for a cost payable in
Singapore, in Singapore currency.

Scaled Tenders addressed to the under-
signed, will be received up to the 25th day of
February, 1903.

By Order of the Directors,
W. G. NIVEN,
Secretary.

The Tanjong Pagar Dock
Company, Limited,
Singapore, 21st November, 1902. [3278]

[ALL RIGHTS RESERVED.]
SEEN ON THE GRAND
TRUNK ROAD.

B. M. CROKKEE
(Author of "Village Tales and Jungle
Tragedies.")

Oh, Grand Trunk Road, that lie like a white
cross on the length and breadth of India, were
you a living thing, what stories you could relate,
what strange scenes have been enacted beneath
your dusty ruses, and within view of your grim
old milestones. They have seen wedding parties,
all gay colours and glittering tinsel, with
ponies and flowers, and Tom Toms, conducting
the bearded bridegroom; magnificent temple
processions, escorting the jewelled idols; ac-
companying the sacred metal truck; the
half-dressed girl to the wood pile, there to
perform the immortal act of *suttee*.

Refugees from the massacres of Delhi and
Cawnpore have fled for their lives along the
Grand Trunk Road, and by the same route,
have marched at the rate of thirty miles a day
European battalions to relieve their country-
men. At a certain halting place on the route
from Madras are buried forty men of one gallant
regiment, who succumbed to the heat and haste.

The Grand Trunk Road is wide, and literally
planned. In the middle is the broad metal truck,
the Sahib side and drive, and armist
tramp; at either side runs a dusty rutty strip,
frequented by country carts, ponies, and bare-
footed pedestrians. The thoroughfare is lined
with immense and ancient trees of Mango, or
Sheemu, or Banyan—according to the locality
—and these afford a shade and shelter which
is grateful alike to man and beast.

A TRULY REMARKABLE HIGHWAY.

Let us, as it were, travel from the north by
this truly remarkable highway—the most fre-
quented and best known in Asia. Leaving the
Himalayas behind, we journey from Peshawar to
Attock, with its grand old fortress, once com-
manding the bridge of boats, now superseded
by that marvellous triumph of engineering, the
railway bridge, supported by piles sunk in the
rock of the river bed. Here the Indus flows be-
tween cliff-like banks, and at times of the snow
melting, rises as much as forty feet in a night!
Further on, at Hassem Abdul, in a lovely gar-
den, lie the mortal remains of the celebrated
Lalla Rookh, and on a pass through the hills
stands a tall pillar with an inscription carved
in the rock to the memory of that idol of his
Seyyids, the hero of the Panjab—"Jani Ki
Saug"—known to us as "John Nicholson"—
to whom, even in his lifetime, his Pathans
erected a shrine, and would have worshipped
there, but that, it is said, their lord interfered
with superstitions and blots.

Next comes Rawal Pindi, the Aldershot of
India, and starting point for Murree and Kash-
mir. Then the road passes through countries
famous in the Sikh wars, by the cities of Jhelum
and Guzerat, and the hills of Kashmir, which
have hitherto been in sight, from every Indian
in the rock, the ancient capital of the Sikh country,
is approached.

As the road winds south, with every few
hundred miles there is a change in the climate,
vegetation, language, and type of people—even
the vehicles and beasts of burden are different.
North are strings of camels, pacing noiselessly
along—aloof and supercilious—and the redoubtable
Ekka pony, with his inevitable necklace
of blue beads, a sure warrant to avert the evil
eye. For endurance these hardy, unkempt ani-
mals are unsurpassed. Two ladies, who during
a cholera panic were driven to flee out of
Kashmir, and tugged in great demand,
were compelled to charter the lowly Ekka. Their
pony did fifty miles without more than one
brief halt, and they arrived at a resting stage,
expecting to find a fresh cake; none was forth-
coming, and their driver volunteered, for a
good sum, to hurry on into Murree with the
same animal; this he did well with some native
drug which had a most stimulating effect, and
the distance this Ekka pony accomplished over
the most abominable roads, was no less than
ninety miles! Ekka ponies do not seem to
be much of a novelty in the Punjab, and the
Provinces; and here we are in the land of tongs
and trotting bullocks, profusely called "cow
carts"—nevertheless an extremely useful means
of locomotion. The little country cattle cover
the roads at a brisk pace, but object to being
driven on a strange track. They like to jour-
ney the same road daily, and preferably to the
same house. A certain Mem Sahib in Kamptee
had a capital pair of trotting bullocks, and
within a fixed radius they were unequalled for
speed and docility. But on her departure she
was obliged to sell them at a distressing sacrifice,
for it was well known that nothing short
of death would induce them to leave the station
—the post office and the church being their limit.

To attempt to relate some of the events that
have happened on the Grand Trunk Road, dur-
ing the last two hundred years, would be to
write the history of India. Battles, processions,
invasions, pilgrimages, festivals and famines
have each passed along in turn. There is some-
thing in the very name of the Grand Trunk
Road that to an Anglo-Indian recalls a picture
of an ancient, typical highway, along which all
traffic, east, west, and north and south was once
compelled to pass; now, thrown into the back-
ground by the numerous railway lines, and in
some places, falling into disuse and decay. It
was on the Grand Trunk Road in the Central
Provinces, that a certain notorious man-eating
tiger "held up" all would-be travellers
for more than two years, until the track
was absolutely deserted. His victims were
many, his daring boundless, and his cunning
seemed superhuman. All efforts to
trap this terror of the road having failed, at
last a bold and inventive sportsman dressed up
a dummy figure, which he suspended along the
road, tied on a bullock cart (this tiger, being a
confirmed man-eater, scorned horned cattle),
and when the cart joggled by his hair, he sprang
out on his supposed prey, and the shikari, who
had followed on another vehicle, grasped the
long hoped for chance, and shot him dead, thus
securing a reward of five hundred rupees, and
the gratitude of many wayfarers.

A GHOSTLY DISCOVERY.
Close by the Grand Trunk Road, and not a
handred miles from the city of Delhi, is an im-
posing house, of European architecture, which
has been built by a General officer who had married
a native lady connected with the royal family
of Oude—and of great wealth. Since then it
has had many vicissitudes, and some strange
tenants, and much of its ancient glory has de-
parted. The house became dilapidated, and
had a bad name—in other words, the reputation
of being haunted. The once renowned gardens
were overgrown and neglected. Nevertheless,
not long ago, an engineer, whose work lay in
the immediate neighbourhood, rented the
house for a few months, and established his
family under its somewhat leaky roof. Being an
officer, with an unlimited supply of coolies, he set
to work to restore his spacious but tumble-down
residence. The roof was repaired, the rooms
were whitewashed, the garden was put in order,
and he began to sink a well. One evening his
overseer came to him, in a state of suppressed
excitement, and told him that, in digging, the
coolies had come upon an old house under-
ground. He hurried to the spot and discovered

the walls of a subterranean apartment formed of
black and white marble, and then immediately
remembered that the bungalow was supposed to
be founded on the site of a palace, once in-
habited by people of the highest rank. This
underground house was no doubt the place
where treasure was stored or buried. Every
great family possessed a "secret *tesha khana*" or
treasure store, what luck it would be if he
were to find a hoard of gold-munars and jewels!
The following morning he set forty coolies to
work to excavate, hoping to make some splendid
discovery. The earth was cleared away in all
directions in order to reach the bottom of the
apartment. This proved to be a lengthy opera-
tion—and after six or seven hours' hard labour,
the engineer and his wife (who was naturally
interested) were invited to inspect the new
room. It was about thirty feet square and
paved with marble, there were lamps in the
niches of the walls, but there was nothing to
be found in the shape of treasure; all that the
coolies had come upon was a mason's trowel
and a woman's bangle. At one end of the room
the wall was merely brick and plaster, and the
engineer took up a coolie's pick, and began to
dig out a portion, when to his horror he found
himself confronted with a frightful human
figure, which had evidently been bricked up
alive! The skin was still upon the bones, and
resembled parchment, the features were delicate
and were those of a girl of about seventeen years
of age; long black hair was still attached to the
scalp, and adorned with massive gold bangles;
the room was covered by a dress of costly white
and silver embroidery, there were jewelled bangles
round the wrist and ankles, jewels in the
ears and on the bony fingers.

It was a ghastly sight; the engineer stood ap-
palled, and his wife shrieked aloud, but the head
workman remained comparatively unmoved.
"I have seen such things before," he re-
marked. "The cause was jealousy. Mahomedans
used to punish their wives thus."

They all stood staring at the weird sight, and
the sun so long banished from the sky, shone
on the remains, covered with anroidriches and pre-
cious stones. As the coolies gazed, the air
began to take effect, and presently the figure
fell, forming a heap of skin and bones, and hair
and jewels. The latter were gathered up and
transmitted to the Government authorities.
The bones received decent burial in the garden,
the secret room was filled in, and the new
well sunk close by.

The pearls and emeralds on the unhappy vic-
tim were probably worth a large sum, but the
engineer and his wife could not endure to profit
by this ghastly treasure-trove, or make money
by the trinkets of the wretched girl who had
not with such a terrible death two hundred
years previously. The stones and pearls were
disposed of to a well-known Delhi jeweller,
who broke them up, refashioned them into
modern shapes, and for all a wearer may know
to the contrary that emerald clasp, or this
ruby ring, may have been worn by a skeleton
for two centuries.

In the North-west Provinces, a high wayside
crow standing amongst the sugar cane crop,
marks the spot where a crowd of men, women,
and children, escaping from a sacked canton-
ment, encountered a regiment which had been
marched, and were marching to join the confeder-
ates. The unfortunate people were thus, as it
were, caught between two fires. Some, vainly
endeavouring to hide among the crops, but they
were all dragged out, forced to stand in rows,
and were shot down in turn. Two beautiful
sisters were offered their lives by the son of a
neighbouring small rajah, but they refused to
exist on such terms, and preferred to take their
places in that ghastly company, and face death
hand in hand.

AN OPENING TO THE WILD BEASTS.
These are some of the tragedies which the
grey old road has witnessed, but there are other
events of a different nature. An officer and his
wife were once travelling between Secoo and
Jubbulpore, driving their own horses, by easy
stages, and putting up for the night at rest-
house bungalows. One evening, just at sunset,
they happened to be passing along a road bor-
dered by a dense jungle. They had brought their
carriers to a standstill in order to admire a river
scene and truly gorgeous sunset. The scarlet
blaze had almost faded behind the horizon,
and the last Indian twilight was already
beginning to spread her grey mantle over the
world. The couple were about to move on, when
they heard a pitiful wailing cry—it came from
somewhere in the undergrowth, and at no great
distance.

"What can that be?" the lady exclaimed.
"Did you hear it?"

"Yes, only an early jackal—surely you know
a Jack by this time?" responded her husband,
and he was about to whip up the horses.

"Stop! there it is again," she said. "Listen!
it is not like a child crying?"

"Nonsense," he exclaimed, "there is not a
village within miles."

"Robert, I must see what it is," she urged.
"If I drive away, without making a search, that
cry will haunt me all my life!"

"What rubbish!" he protested, don't be
absurd. We have a good seven miles before we
reach Dassi Dak Bungalow."

"Let me out," persisted the lady; "I won't
be long."

"Oh, well, if it comes to that, I will go my-
self," grumbled Robert in a sulky voice. "Here,
you take the reins."

"No, I am coming with you; the acres will
give this cry the benefit of the doubt." And
as she spoke she alighted.

It took the kind-hearted woman and her hus-
band some time to scramble over various obsta-
cles, and to penetrate into the wood, which was
here intersected by a picturesque river. Again
they heard the cry, and guided by it, discovered
by the water's edge, a pretty little girl of about
eight months old—a most as fair as an English
child. She was wrapped in the finest of muslin
clothes, and wore gold bangles on her wrists and ankles,
but though undoubtedly an infant of high caste
and wealthy parentage, she had been left at the
river side, an offering to the wild beasts.

Only that her cry caught the ear of a pass-
ing traveller, her fate would have been terrible.

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its favor are purity, wholesomeness and a better
flavor than any other beverage.

A. S. WATSON & CO., LD., Hongkong, Agents.

POST OFFICE NOTICES.

The *Kongk Albert*, with the German Mail of the 11th November, left Singapore on Saturday, the 6th inst. at 2 p.m., and may be expected here tomorrow.
The *Amoy*, with the American Mail of the 15th ult., left Yokohama on Monday, the 6th inst. at daylight, and may be expected here on or about Tuesday, the 10th inst.
The *Amoy*, with the French Mail of the 15th ult., left Singapore on Tuesday, the 6th inst. at 4 p.m., and may be expected here on or about Tuesday, the 10th inst. This Packet brings replies to letters despatched from Hongkong on the 15th October.

MAILS WILL CLOSE.

FOR	PRE	DATE
Canton	Hongkong	Wednesday, 10th, 7.30 A.M.
Singapore	Hongkong	Wednesday, 10th, 8.00 A.M.
Samarang	Hongkong	Wednesday, 10th, 10.00 A.M.
Shanghai, Penang, Colombo and Bombay	Hongkong	Wednesday, 10th, 10.00 A.M.
Manila	Hongkong	Wednesday, 10th, 10.00 A.M.
Shanghai, Yokohama and Kobe	Hongkong	Wednesday, 10th, 11.00 A.M.
Kobe	Hongkong	Wednesday, 10th, 11.00 A.M.
Europe, &c., India via Tuticorin	Kiautschow	Wednesday, 10th, 11.00 A.M.
(Late Letters 11.15 to 11.30 A.M. Extra Postage 10 cents)		
Macao	Hongkong	Wednesday, 10th, 1.15 P.M.
Shanghai and Tientsin	Hongkong	Wednesday, 10th, 3.00 P.M.
Namtu	Hongkong	Wednesday, 10th, 3.00 P.M.
Kunming and Samshui	Hongkong	Wednesday, 10th, 3.00 P.M.
Yokohama	Hongkong	Wednesday, 10th, 4.00 P.M.
Shanghai	Hongkong	Wednesday, 10th, 5.00 P.M.
Singapore, Penang and Calcutta	Hongkong	Thursday, 11th, 8.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Hongkong	Thursday, 11th, 11.00 A.M.
Singapore, Penang and Bombay	Hongkong	Friday, 12th, 11.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Hongkong	Saturday, 13th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Europe, &c., India via Tuticorin	India	Monday, 15th, 11.00 A.M.
(Late Letters 11.15 to 11.30 A.M. Extra Postage 10 cents)		
Amoy, Samarang and Sourabaya	Kiautschow	Monday, 15th, 4.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle	Kiautschow	Tuesday, 16th, 3.00 P.M.
Manila	Kiautschow	Wednesday, 17th, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Kiautschow	Wednesday, 17th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		

TO-DAY.

Sale, Curios, Sales Rooms, Mr. V. I. Remedios, 230, Cross Street.
Hanging Repairs.
Jacket Waldorf Co., Theatre Royal, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	1.64
Telegraphic Transfer	1.64
Bank Bills, on demand	1.64
Bank Bills, at 4 months sight	1.64
Credit, at 4 months sight	1.64
Documentary Bills, 4 months sight	1.64
ON PARIS.	1.87
Bank Bills, on demand	1.87
Credit, at 4 months sight	2.01
ON BRUSSELS.	1.60
On demand	1.60
ON NEW YORK.	38
Bank Bills, on demand	38
Credit, 60 days sight	38
ON HAMBURG.	116
Telegraphic Transfer	116
Bank, on demand	116
ON CALCUTTA.	116
Telegraphic Transfer	116
Bank, on demand	116
ON SHANGHAI.	71
Bank, at sight	71
Private, 30 days sight	72
ON YOKOHAMA.	32
On demand	32
ON MANILA.	4
On demand	4
ON SINGAPORE.	4
On demand	4
ON BATAVIA.	94
On demand	94
ON HONGKONG.	1
On demand	1
ON SAIGON.	1
On demand	1
ON BANGKOK.	1
On demand	1
VERGERS, Bank's Buying Rate	32.71
D. LEAF, 100 fine, per ton	846
SILVER, per oz.	12

OPPIUM.

Quotations are—	Allow 'em to net, 1 cent.
Malwa New	\$100 to \$105 per picul
Malwa Old	\$100 to \$105
Malwa Older	\$100 to \$105
P. F. per wrapper	to
Persian fine quality	\$700
Persian extra fine	to
Patna New	\$950 to
Patna Old	\$1000 to
Benares New	\$950 to
Benares Old	to

VESSELS EXPECTED.

THE INDIAN MAIL.
The steamer *Lightning* from Calcutta, left Singapore for this port on the 5th inst., p.m.
THE GERMAN MAIL.
The Imperial German mail steamer *Kongk Albert* left Singapore on the 6th inst., at 2 p.m., and may be expected here to-morrow, at 6 a.m.
THE AMERICAN MAIL.
The O. & C. steamer *Goedic* left Yokohama for this port on the 6th inst., a.m., via Island Sea, &c.
THE FRENCH MAIL.
The M. M. steamer *Laos* left Singapore on the 9th inst., at 4 p.m., for this port via Saigon.
THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* left Vancouver on the 1st inst., p.m., for Hongkong, via the usual ports of call.
MERCHANT STEAMERS.
The O.S.S. steamer *Tanaka* left Shanghai on the 6th inst., a.m., for Hongkong via Amoy.
The N.Y.K. steamer *Kanagawa Maru* (European Line) left Shanghai for this port on the 8th inst., p.m., and is expected here to-morrow, a.m.
The C.M. steamer *Oppack* left Singapore on the 6th inst., and is expected here on the 12th inst.

The P. & A. steamer *Indra* left Kobe on the 5th inst., a.m., for this port, via Moji, and is expected here on or about the 12th inst.
The O.S.S. steamer *Tyden* left Singapore on the 8th inst., and is expected here on the 13th inst.
The Boston Tow Boat Co.'s steamer *Lyra* left Vladivostok on the 10th ult.
The steamer *Sandakan* left Sandakan via Manila, on the 4th inst., p.m., for this port.
The Boston Tow Boat Co.'s steamer *Hyades* arrived at Muroran on the 28th ult.
The "Barber" Line steamer *Hindian* left New York on the 1st Oct. for Hongkong, China and Japan.
The Barber Line steamer *Shimoda* left New York on the 25th Oct. for Hongkong, China and Japan.
The C.P.R. steamer *Athens* left Vancouver on the 18th ult., a.m., for Hongkong via the usual ports of call.
The N.P. steamer *Victoria* left Victoria for Yokohama on the 21st ult.

STRENGTH PASSED THE CANAL.
OUTWARD.—7th Oct.—*Princess Marie*, 24th—*Hindian*, 31st—*Uganda*, 11th Nov.—*Silvia*, 14th—*Uganda*, 18th—*Uganda*, 21st—*Uganda*, 24th—*Uganda*, 27th—*Uganda*, 30th—*Uganda*, 3rd Dec.—*Uganda*, 6th Dec.—*Uganda*, 9th Dec.—*Uganda*, 12th Dec.—*Uganda*, 15th Dec.—*Uganda*, 18th Dec.—*Uganda*, 21st Dec.—*Uganda*, 24th Dec.—*Uganda*, 27th Dec.—*Uganda*, 30th Dec.—*Uganda*, 31st Dec.—*Uganda*, 1st Jan.—*Uganda*, 4th Jan.—*Uganda*, 7th Jan.—*Uganda*, 10th Jan.—*Uganda*, 13th Jan.—*Uganda*, 16th Jan.—*Uganda*, 19th Jan.—*Uganda*, 22nd Jan.—*Uganda*, 25th Jan.—*Uganda*, 28th Jan.—*Uganda*, 31st Jan.—*Uganda*, 3rd Feb.—*Uganda*, 6th Feb.—*Uganda*, 9th Feb.—*Uganda*, 12th Feb.—*Uganda*, 15th Feb.—*Uganda*, 18th Feb.—*Uganda*, 21st Feb.—*Uganda*, 24th Feb.—*Uganda*, 27th Feb.—*Uganda*, 30th Feb.—*Uganda*, 31st Feb.—*Uganda*, 1st Mar.—*Uganda*, 4th Mar.—*Uganda*, 7th Mar.—*Uganda*, 10th Mar.—*Uganda*, 13th Mar.—*Uganda*, 16th Mar.—*Uganda*, 19th Mar.—*Uganda*, 22nd Mar.—*Uganda*, 25th 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